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A. S. WATSON & CO.

LIMITED.

THE HONGKONG DISPENSARY.

ESTABLISHED A.D. 1841.

BIRTHS.

On the 30th June, at Newchwang, the wife of J. N. SERRAVAL, of a son.

On the 1st July, at All Saints' Vicarage, Twickenham, the wife of Rev. G. D. LUFF, of a son.

DEATH.

On the 12th July, at Kowloon, DOROTHY EDITH, the beloved daughter of Wm. W. and Edith WATSON, aged 7 months.

The Daily Press.

HONGKONG OFFICE: 14, DES VOEUX ROAD CL
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 15th July, 1901

THE exploration of the regions surrounding the South Pole is a task in which, considering that, with the exception of South America, all the other lands below 20 south latitude are in British occupation, the English people might well be expected to take a special interest. The British were the pioneers in Arctic exploration, and have well kept up their reputation ever since. More than half-a-century ago, Captain JAMES ROSS by his discovery of the volcanic mountains Erebus and Terror reached the then ultima Thule of southern exploration. After Captain Ross's time, by a strange reversion of British instinct, the Antarctic regions ceased to excite any interest amongst the nation at large, and successive governments following the lead threw cold water on any suggestion to revive the national curiosity. Of late years it has been becoming increasingly apparent that there were many essentially scientific investigations, the issue of which could only be arrived at by an intimate study of these southern lands. Some of these questions were simply geographical, many of them were magnetic, and others geological. The distribution of continent and ocean, the origin of the great oceanic currents which affect so intimately not only the commerce but the various climates of the world, the effects and distribution of magnetic force, all these were practical questions which certainly could not be solved without a thorough investigation of these ice-bound lands. But there were a great many more of essentially scientific character, the objects of which did not at once commend themselves to the popular mind, but which in the growth of knowledge were by those most competent to judge were deemed of far wider-reaching utility. Amongst these were the problems connected with a supposed former "Ice Age," the distribution and sequence of the various forms of life on the earth, the strange connection of the Miocene faunas of South America and Australia, all of which could not be un-

derstood without a thorough knowledge of the long lost link which evidently once connected the continents. All these constitute in the opinion of scientific men the most important subjects to be investigated in connection with the continent. On these conditions the Royal Society took up warmly the subject of the Expedition, and by it, in conjunction with the Royal Geographical Society, the objects of the Government to taking a part in it and affording the services of trained naval officers were finally overcome. The idea was that the scientific exploration should go on hand in hand with the geographical and magnetic survey which the Government effected to be the only official objects, and towards which only their grant was intended to apply. At the same time under the auspices of the Royal Society a scientific staff was to be appointed, and the members of this department were to be landed in some suitable spot to undertake a scientific survey, while the ship proceeded on her topographical work of discovery. In these circumstances, Lieut. R. A. SCOTT, Torpedo Lieutenant of H.M.S. *Majestic*, was appointed commander of the expedition, and Professor J. W. GREGORY, leader of the Scientific Section. Lieut. SCOTT had already had a good deal of experience in Arctic navigation, while Professor GREGORY, whose work on the exploration of the East African lakes constitutes one of the most remarkable examples of recent scientific work, stood out, *forte princeps*, as the most suitable of scientific leaders. The Government insisted that the official leader should have absolute control, and the objects of this being explained, the Royal Society readily fell in with the scheme. Having apparently gained this victory, Sir CLEMENTS MARKHAM, who had all through evinced little sympathy with any scientific work except the usual magnetic observations accompanying all voyages of exploration in unknown regions, proceeded to use his influence to reduce to a nullity the powers of the scientific expert, whom it was proposed now to place in an inferior position and under the absolute control in everything of Captain SCOTT. The Committee appointed by the Royal Society explained that this was an entire departure from the previous arrangements, and that from the very nature of the case Professor GREGORY could not be made subject to the whims of the mere geographical explorer. Captain SCOTT, who looked upon the whole affair from a sailor's point of view, could not comprehend any scientific exploration apart from the surveying point of view, threw in his weight with Sir CLEMENTS MARKHAM, and a dead-lock was thereby caused. Meanwhile Professor GREGORY had accepted the Professorship of Geology at Melbourne University with the stipulation that he was to take part in the expedition, and had actually sailed to take up his post, so that the situation amounted to a complete impasse. There were still hopes that something might be done by some yielding on the part of the Geographers, but this was found impracticable, and when the failure of any attempt at arrangement was telegraphed out to Professor GREGORY, who had meanwhile arrived at this post, he unhesitatingly resigned. Thus, for the present at least, has come to nought the only opportunity that has offered of independent scientific exploration in the Antarctic Continent, and all that seems feasible is the correction of our maps and charts, doubtless a very useful, and it may prove interesting, addition to our knowledge, but far below what the subscribers to the exploration fund had every reason to expect. The most galling portion of this mismanaged business is the very different line of action taken by the Germans, who on the other side are sending out a similar expedition. There the scientific element is looked upon as the chief, and towards it the mere geographical element is subsidiary. On the whole, neither the British Government nor the Royal Geographical Society appear to advantage in the affair.

Mr. F. A. Hazeland's appointment to be Second Magistrate is notified in the *Gazette*.

The French flagship *Amiral Charner*, with Rear-Admiral Boyle, arrived at Shanghai from Nagasaki on the 6th inst.

During the 24 hours ending at noon on Saturday there were reported one fresh case only of plague and three deaths (Chinese).

Lieut. J. H. Underwood has been appointed Captain, Hongkong Volunteer Corps, in place of Capt. G. H. Potts, resigned, and Sergeant-Major G. P. Lammett has been appointed to the Lieutenancy thus vacant.

During the hearing of a summary case at the Supreme Court on Saturday, Chiu Shan Nam, broker, plaintiff in an action for brokerage, was found to be committing perjury, and was sentenced by His Honour T. Sercombe Smith to one month's imprisonment with hard labour. It will be remembered that the defendant in another action was recently sent to prison for two months, with hard labour, by His Honour A. G. Wise, for a similar offence. It is to be hoped that such exemplary lessons will have a salutary effect in inducing Chinese witnesses to speak the truth.

On Saturday the British transport *Mutira* arrived from Taku and the U.S. transport *Solace* from Manila, while the British transport *Itaca* and *Nevada* left for Calcutta and Taku respectively.

The Equitable Life Assurance Society of the United States, through their active local agent, Mr. F. Kiene, are presenting the opportunity with very handsome framed pictures, illustrating their special work. We have received a copy of the "Equitable Lifehouse," an illustration depicting very graphically the claims of the Equitable system of insurance upon the public. Mr. Kiene is philanthropically distributing these attractive pictures as object lessons.

Messrs. Kelly & Walsh, Ltd., have just introduced an excellent note paper, which is called the "Imperial Pure Linea" note, with over-looks to match. It is a pure Irish linen paper and has been specially made for this enterprising firm, containing their own chop and watermark. It is made in four sizes, is neatly boxed in five quires, or is sold in boxes containing paper with envelopes to match. We can recommend it as being a fine class article, and one likely to be much used when tried.

The *Universal Gazette* states that of the T.S. 370,000 demanded from the provincial authorities of Hunan by the Roman Catholic Mission for losses by the mission and its members during the riots in that province last summer, T.S. 275,000 of the claim has already been paid out of the *tabula* reserve fund, the balance of T.S. 100,000 being promised within four months from date of the first payment, to be paid by the authorities of the Reorganisation Board of Chungking. It is also stated in mandarin circles that the Protestant Missions' claims for losses in the same riots total to only one-fifth of the above-noted amount.

A number of Chinese merchants in Shanghai engaged in the Newchwang trade received from their agents at that port on the 6th and 7th inst. telegraphic news stopping all goods from being sent up North, until further notice. The reasons given are that the insurgents, generally styled "Red Bands" (*Hung Hs-tze*), are overrunning the whole of the region between Newchwang and Moukden, preventing communication between the two points and further North, and stopping all trade routes. Many merchants have already suffered from the insurgents, who carried off all the goods that fell into their hands, whilst several supercargoes have lost their lives.

It will be learned with mingled feelings of pleasure and regret that Mr. H. A. Ritchie, the able and popular superintendent of the P. & O. Company here, will shortly be transferred to London. Mr. Ritchie is well known in the Far East generally, having taken a prominent and an active interest in the welfare of the port he has been stationed at; and whilst all will wish him every success and pleasure in his new sphere, yet many will regret his departure from our midst. The directors of the company have offered him the position of manager of the West End branch of the company's business in London, which he has accepted. He will probably leave to take up the appointment in November, his local successor not having yet been nominated. Mr. and Mrs. Ritchie will be much missed in local circles, and we are sure the Shanghai community will unite with Hongkong in its good wishes.

A correspondent of the *N.-C. Daily News* writes at the beginning of the month:—"There has been serious trouble at Huangchow during the examinations. Amongst the candidates was a man who has the *hsien* B. A. degree. During the examination it was found that he had some books with him. The examiner at once ordered his expulsion from the hall, but the men from his *hsien* objected. Other men from other parts claimed that he must be expelled, and finally there was a free fight in which the B. A. was stabbed to death. The examiner then ordered the corpse to be thrown outside the town. This caused further strife, the shopkeepers all closed their shops and the students declined to enter the Hall for the further tests. The examiner at first was inexorable, but finding that the students would not sit, and fearing the result of a report to the higher authorities that the examination had not been held, he yielded. I do not know how much he has paid for the funeral. The examinations are now resumed."

The Hongkong Police officials are certainly coming well to the fore. Last Saturday they arranged for a billiard match, six of the police to play against an equal number of the Civilian Club. The game started at 2.30 p.m. Though some pretty strokes were made, the match was more remarkable for the genuine good humour prevailing among the opponents than for any brilliancy of play. Refreshments were served *ad libitum* by the genial hosts, and the match concluded at 8.30 p.m., the police winning by sixty points, 799 to 739. Preparations were then made for an impromptu "smoker" to wind up the day, and a really excellent programme was got together in a few minutes. The orchestra (R.W.F. banjo-men), consisting of cello, flute, cornetina, banjo and cornet, was all that could be desired. Song followed song, interspersed by selections from the orchestra, and the performers certainly came off very creditably. Where everybody did his best, it would be inadvisable to particularise. The entertainment closed, with speeches by the chairman, Sergt. Withers, advocating that such gatherings might be of more frequent occurrence, and on behalf of the Civilian Club, by Mr. Haggart, who thanked the hosts heartily for the pleasant afternoon and evening provided.

Manila is to be favoured with a new telephone service on advanced lines in the near future, a thing apparently badly needed there, as the old service is very unsatisfactory.

A mob hooted the Corpus Christi procession of 8,000 persons at Belfast on June 8th. Several rushes were made, and finally the police were compelled to charge the crowd, a number of persons being injured. Many were placed under arrest. The excitement continued for several hours.

According to Peking reports the official selected to take the place of H.E. Wu Ting-fang, whose term of office as Chinese Minister to the United States, Spain, and Peru has already expired, is Li Chin-fang, the adopted son of H.E. Li Hsiang-chang. It is, however, rumoured the Minister-Elect intends to refuse the post.

The new Japanese repeating rifles which the Corcoran Government bought from Japan are not to be used by the Imperial Body Guards, the Emperor having prohibited their use. Yi Yo-yok, who is working on behalf of the French loan syndicate, sent in a representation to His Majesty against the Japanese rifle; hence the prohibition.

H. M. gunboat *Redpole* arrived in Kobe harbour on the 3rd inst. from Weihaiwei, and was to remain there for about ten days. There were then three vessels of the British navy in port, the cruiser *Aurora* and the gunboats *Phoenix* and *Redpole*. The *Chronicle* understands that these vessels have been ordered to Kobe to enable the officers and men to obtain leave in Japan, and to await orders.

Despatches received in Shanghai from Nanchang, the provincial capital of Kiangsi, report that the late continuous rains in that province had brought down heavy volumes of water from the mountains, inundating nearly the whole province and causing immense damage to property, crops and lives, no less than 4,000 of which were lost during the first three days of freshets. It is feared that the consequent distress amongst the inhabitants of Kiangsi will produce much trouble in the country during the coming winter.

The *Naval and Military Record* of the 13th inst., commenting on the three weeks' trial of the British turbine torpedo-boat destroyer *Viper*, which was conducted under regular service conditions, and during which she developed a speed of 30½ knots, and was pronounced capable of doing 31, says her coal consumption was enormous at top speed, which, the paper adds, militates against the plan which the Dover Canals Company is now maturing, to build two turbine channel steamers and reduce the channel trip thirty-five minutes. The *Viper*'s trial was pronounced to be completely satisfactory. Although she was handled by an inexperienced crew, she showed a remarkable immunity from breaking down. The *Viper* was steady in all weathers.

A special telegram to the *New York World* from St. Petersburg says:—"Senator Boveridge has been conferring with the Russian Foreign Ministry relative to concessions for steamship service between Vladivostok or Port Arthur and some port on the Pacific coast of the United States. He found the Russian Government already prepared to open up this route by starting a line of steamers between Vladivostok and San Francisco for carrying the Trans-Pacific mails in connection with the Trans-Siberian Railway, which will be completed by the end of this year, it is thought. Two steamers, the *Manchuria* and *Mongolia*, each 346 feet long, of 5,000 tons burden, 4,075 horse-power and sixteen-knot speed, are building at Trieste, Austria, for the East China Railway Company, which already has a fleet of twenty-eight steamers for the Yellow Sea traffic. The *Manchuria* has already been launched, and will be delivered to the Russian Commissioners this month. The *Mongolia* will be finished in the autumn. The opening of the new service has been fixed for December. The passage between Vladivostok and San Francisco is expected to occupy twelve days."

The *Mercury* correspondent writes from Newchwang on the 5th inst.:—"I have been able to obtain fuller information regarding the arrest of Colonel Powell. He was arrested twenty-five miles north of Moukden on the 20th June, although he was furnished with full credentials written in Russian, English, and Chinese. He proceeded by the way from Port Arthur and saw Admiral Alexieff there. Col. Powell told the Admiral plainly that it was his intention to travel to England by Manchuria and Siberia. A railway pass only as far as Tieling, forty miles north of Moukden, was furnished him, as the trains further on were quite irregular. Of course instructions were given all along the route and his coming was known to everybody, but the nature of these instructions are unknown. Instead of following the railway direct to Tieling, he went to see Moukden, and stayed with a missionary there for two days. Then to avoid all further contact with the Russians, lest they might throw obstacles in the way, he decided to proceed from Moukden, by Chinese cart. Russian officers from the staff at Moukden called on him, but no objection was made to his proposed journey. A few hours after he had left Moukden, when the Russians wired to Tieling to stop him, and accordingly half way between Moukden and Tieling an officer and four Cossacks met him, arrested him and took him into Tieling, at the same time informing him that General Fleischer was acting under orders from General Grodekoff, the officer in command at Khabarovsk, and that the latter had wired to St. Petersburg for instructions. Colonel Powell, according to late advice, was still detained in Tieling."

Ceylon papers record the death, on June 24th, of Sir Harry Dias, retired Judge of the Supreme Court, at the age of 79. He leaves a fortune of £200,000.

The British Minister to Tokyo has forwarded an official note to the Japanese Government with regard to the establishment of a British Consulate at Bakan; but the Government has not yet replied.

The rate of infant mortality in Bangkok is said to be very high already, and is expected to increase with the laying down of a new tramway. This suggests a problem which will have to be considered when Hongkong gets its tramway-system.

The Peking correspondent of the *N.-C. Daily News* wrote on the 2nd inst. that all the local authorities emphatically deny that Tung Fushiang is contemplating rebellion against the Empress. They say he is still in high favour with that lady and has nothing to gain by rebellion. The general sentiment of the people is, however, that a future outbreak of anti-foreign feeling is inevitable. How long it may be delayed will depend upon the precautionary efforts of the Foreign Powers to prevent it. While they are vigilant and maintain a considerable force in the country, there is not much to fear. But as soon as it is at all feasible another uprising will take place. The Conservative party will only yield their stupid opposition to progress and reform with their lives.

A correspondent, writing to the *Globe*, says:—"Some years ago I was playing in a golf match in India, Bangalore & Madras, when a hawk suddenly swooped down on my ball and carried it off in its claws. I appealed to my adversary to allow me to drop another ball, but he was one of our canny brethren, and replied, 'Eh, no, mon, lost ball lost hole.' This did not admit of argument, and although I did not grin I bore it. Some weeks afterwards I went for a walk before breakfast, and climbing a rocky eminence to see the view I came across a hawk's nest, and by it a dead hawk, and in the nest—my golf ball; both the hawk and the ball were quite warm. I sent the hawk to the curator of the museum, and asked for a post-mortem; his verdict was 'a broken heart,' and on my telling him the story he had no doubt that the poor bird had expired in its vain efforts to hatch out my 'Silvertown.'"

HONGKONG CRICKET FESTIVAL, 1901.

In confirmation of what we reported in Saturday's issue, we are informed by the Committee of the Hongkong Cricket Club that the Straits have accepted a challenge from the Club to visit the colony in November next. Shanghai have also practically decided to come, bringing with them two members who will represent them at lawn-tennis. The dates fixed for the Interport Cricket Week are the 11th to 16th November, but these have not yet been confirmed by the Straits and Shanghai.

The Straits have also sent an invitation, taking Hongkong to send a team to Singapore to play a Straits team at Chinese New Year, 1902. This challenge does not apply to Hongkong only, but to China generally. The matter is now under consideration.

SHOOTING MATCH AT KOWLOON.

VOLUNTEERS & NON-VOLUNTEERS.

The return shooting match between the Volunteer and Non-Volunteer members of the Rifle Association came off at the Kowloon range on Saturday afternoon. The weather was good, but the light was changeable. The composition of the teams was slightly different from that in the match at the Tai Hang Range, Causeway Bay. Of the Non-Volunteers, Inspector McLennan, Sergeant Bowery, R.E., and Quartermaster-Sergeant West, R.E., were replaced by Captain Warren, R.A., Corporal Eddie, R.E., and Sergeant Cross, R.M.L.I. Two alterations took place in the Volunteer team, Gunner Pidgeon, "B" Company, and Corporal J. I. Andrew, "D" Company, succeeded in Gunner Lapsley, Field Battery, and Private Watson, "D" Company. Corporal Andrew (Volunteers) and Sergeant Cross (Non-Volunteers), it may be explained, were taken on when firing had commenced, it being then found that each team was a man short. At the match at the Tai Hang Range the Volunteers were beaten by 50, but on Saturday they completely turned the tables, winning by 62. At 30 yards they led by 3 points, at 500 yards 14 points were added to this slight advantage, and at 600 yards the Volunteers completely outmatched their opponents by piling on a majority of 45. Lieut. Lammert (89), Gunner Baldwin (93), and Captain Carlyle (97) were in their best form, and were easily the highest scorers. Appended are the figures:—

VOLUNTEERS.			
Lieut. G. P. Lammert, "C" Co.	33	33	99
Gun. Baldwin, F.B.	33	33	98
Gun. Pidgeon, "B" Co.	31	33	96
Ser. Marshall, "B" Co.	32	29	95
Ser. Stewart, F.B.	31	33	94
Priv. A. Mackenzie, "D" Co.	30	33	92
Priv. B. Clarke, "D" Co.	31	33	91
Priv. Horley, "D" Co.	32	30	88
Lieut. Messop, F.B.	31	29	85
Corpl. J. I. Andrew, "D" Co.	30	26	81
314 311 294 819			
NON-VOLUNTEERS.			
Capt. Carlyle, A.O.D.	33	35	97
Q.-M.-Ser. Wallace, R.E.	33	32	91
Mr. J. Cramer, R.N.	32	32	90
Ser.-Ins. Wake, R.M.L.I.	31	30	89
Mr. W. G. Stackwood.	34	28	86
Ar.-Ser. Blair, A.O.D.	27	27	83
Ser. Cross, R.M.L.I.	30	25	79
Ser. Warren, R.A.	30	29	78
Ser. Mackie, R.W.F.	32	29	71
Corpl. Eddie, R.E.	31	27	68
311 297 249 857			

TELEGRAMS.

"DAILY PRESS" SERVICE.

[FROM OUR CORRESPONDENTS.]

THE CRISIS IN CHINA.

SHANGHAI, 13th July, 8.7 a.m.

EIGHT MISSIONARIES REACH TAIYUANFU.

The Governor of Shansi telegraphs that a party of eight Protestant missionaries have reached Taiyuanfu in safety.

COL. POWELL AT NEWCHWANG.

Lieutenant-Colonel Powell, of General Barrow's staff, has arrived at Newchwang. The Russians now deny having arrested him at all.

MISSION TO GERMANY STARTS.

Prince Chun leaves Peking to-day on his way to Germany on the mission of apology.

* Delayed in transmission.

GENERAL NEWS.

LONDON, 13th July, 8.35 p.m.

FOREIGN OFFICE AND THE FAR EAST—A WEAK APOLOGY.

Lord Lansdowne, replying in the House of Lords to a question from Lord Templetown, stated that no officials in the Foreign Office had served in the Far East. A different system from that now obtaining would be difficult. He deprecated going behind the backs of Ambassadors, and added that it is the invariable rule to consult persons available who possess local experience.

JAPAN AND THE INDEMNITY.

It is reported that Mr. Rockhill, U.S. Commissioner, has been instructed to support Japan's application for an enlargement of her indemnity from China, to cover the deprivation of Japanese bonds.

RUSSIA RE-ARMS HER FIELD ARTILLERY.

An imperial ukase orders the whole of the Russian field artillery to be equipped with 3-inch quick-firing guns.

REUTER'S SERVICE.

LONDON 11th July.

BRITISH NAVAL MANOEUVRES.

The British naval manoeuvres, in which 163 warships will participate, will commence on the 16th instant.

MR. BRODRICK AND THE WAR.

Mr. Brodrick, speaking at a banquet of the Conservative Association, said that the mistakes of the Government in connection with the war in South Africa were due to an excess of consideration for the enemy.

RUSSIA, SERBIA, AND BULGARIA.

Russia's increasing friendliness towards Serbia and Bulgaria is causing some anxiety in Austria.

LONDON, 11th July.

THE VLAKPONTAIN ALLEGATIONS.

Lord Kitchener has informed Mr. Brodrick that seven men testify to seeing the Boers shoot the wounded after the Vlakfontein fight, and that he has ordered sworn evidence to be taken.

LONDON, 12th July.

AUSTRALIA AND THE MANNING OF MAIL STEAMERS.

The Australian Senate has rejected the proposal that vessels carrying mails should be exclusively manned by whites.

PROBABLE MEETING OF THREE MONARCHS.

The Continental press is discussing the likelihood of a meeting of Emperor William, the Tsar of Russia, and King Edward, at the Mainz military manoeuvres.

LONDON, 12th July.

MORE WAR MEDALS.

King Edward will present 3,000 war medals to the Imperial Yeomanry at the Horse Guards Parade, on the 26th instant.

INTENSE HEAT IN AMERICA AND EUROPE.

Intense heat prevails in America, and the crops are being damaged.

Tropical heat is general throughout Europe.

CORRESPONDENCE.

[We do not hold ourselves responsible for the opinions expressed by our correspondents.]

THE PROPOSED PLAGUE HOSPITAL FOR QUARRY BAY.

TO THE EDITOR OF THE "DAILY PRESS."

Sir,—As responsibility for the rejection by the Sanitary Board of Messrs. Butterfield and Swire's proposal seems to have rested mainly with Dr. Bell, Mr. May and Dr. Clark, with your permission I will venture to criticise the action of these gentlemen, and after doing so will leave the public to judge as to whether such action was founded upon commonsense or not.

I will take each of the above members of the Board in turn:—

First, Dr. Bell.—This speaker in the course of the debate laid particular stress on the point that he was quoting and arguing from facts. I will take this line of argument, and confine my criticisms to fact.

Dr. Bell knows that there is one and only one real objection to Messrs. Butterfield and Swire's application, and that is the risk of infection being spread. Now in the name of commonsense, which does Dr. Bell consider the more proceeding—to have all the cases of plague collected in one building and under constant observation and treatment, or to have them hidden while an inspector is near, and subsequently, when opportunity offers, smuggled away? This last is what has admittedly occurred over and over again throughout the colony during the present epidemic, and it is a direct undoing of the labours of the Sanitary Board. This constitutes fact No. 1.

With adequate disinfection of dejects, sputum and bedding (which could be done effectively at Quarry Bay), and with careful supervision of the cases under treatment, the risk of infection being spread vanishes—wholly, absolutely, and entirely. This, sir, is fact No. 2, and I challenge denial of it, though not perhaps as vigorously as Dr. Bell! Fact No. 3.—This supervision could be entrusted to any well-trained student of the Alice Memorial Hospital, who would reside constantly at the proposed Hospital, and would be under the direct control of the manager of the Refinery and the staff of skilled analytical chemists, in addition to Dr. Kwan.

If Dr. Bell denies that such supervision could be relied upon, then I challenge him to give adequate reason for the existence of the Tung Wah branch of the Plague Hospital at Kennedytown, which is only visited at 24 hour intervals by the Medical Officer in charge of Kennedytown Hospital, who cannot be aware of anything that may occur in the interval between his visits.

Next, Mr. May.—This speaker was entirely opposed to the application, because the Board requires European supervision for the same reason that it requires an European to supervise the Tung Wah and other Plague Hospitals. What is the reason? The speaker failed to point it out.

Does Mr. May really imagine that the Medical Officer in charge of Kennedytown makes a bacteriological diagnosis of every case in the Tung Wah branch—for this can be the only logical argument running in his mind when he refers to 50 per cent. of cases in the Canton native hospitals not being cases of plague at all.

In this connection I will quote the words of a speaker at a recent meeting of the Epidemiological Society in London. The meeting was held as recently as May 17th, 1901. Dr. Manson occupied the chair, and the subject was the "Diagnosis of Plague":—

Dr. Cantlie admitted his inability to diagnose clinically any cases of plague he had seen in this country except those at Glasgow. Clinical diagnosis is the equivalent of diagnosis from symptoms only, i.e., without bacteriological confirmation.

Now wherein does Mr. May's objection to Dr. Kwan lie? Surely if European doctor's are not infallible it is to be expected that Dr. Kwan should be so? Seeing that the majority of Chinese cases are well marked, would not Dr. Kwan be capable of diagnosing at least over 90 per cent. Mr. May's arguments will only hold as much water as a Shanghai bath with the plug out!

The next on the list is Dr. Clark. This worthy gentleman did not speak (according to report, "Silence is golden" perhaps he thought, and under the circumstances I think it was; for what an extraordinary spectacle is presented to the public gaze, Mr. Editor. Here we have the Dean of the School of Medicine for Chinese refusing to recognise the professional qualifications of a *diplome* of the school. I had really thought better of our M.O.H. The inconsistency of it! Is it not astounding, for Dr. Clark actually holds the post of Lecturer on Public Health at this same College of Medicine! Does he then so underrate the pupils he himself has trained?

And yet again more inconsistency, as for some time the Board refused permission to allow Messrs. Butterfield & Swire to disinfect their own premises—such disinfection to be carried out by the staff of skilled analytical chemists in their employ, men whose equal is only to be found in Mr. Frank Browne—and yet I have seen disinfection by the Sanitary Board in the central and crowded districts of the city relegated to a coolie brigade, sometimes under and sometimes not under European supervision. Were there ever such inconsistencies?

Is this disinfection by the Sanitary Board of such value as to warrant their denial of the right of others to disinfect their own premises? Was not its worthlessness proved at Wild Dell, when European lives were twice endangered through inadequate disinfection?

It is greatly to be hoped, Sir, that the Board may yet reconsider its decision, and not stultify itself by refusing to recognise an honest effort to diminish its labours.—Yours, &c.,

MEDICUS.

THE INSANITARY POLICE COURT.

TO THE EDITOR OF THE "DAILY PRESS."

14th July.

Sir,—Some time ago the filthy condition of the Supreme Court raised considerable criticism, so much so that at least the authorities bestirred themselves and had the place cleaned, the carpets being dusted "for the first time in the history of the Court."

Now that the Supreme Court is somewhat cleaned up, I think it is time that attention be turned to the Police Court, the filthiest, uncleanest and most ill-smelling public office in Hongkong—which says a great deal. Take first the so-called "big court" room. Daily from fifty to seventy-five half-naked, unwashed and perspiring Chinese crowd behind the rail reserved for native spectators. Then the top windows are closed, and there is not a breath of air, except what is produced by a punkah lazily pulled. The prisoners' box is likewise crowded like a sheep-pen, and you can imagine what effluvia arise therefrom. The "small court" is just as bad. In fact, both rooms are unsuitable for the purpose for which they are used, being too small and not sufficiently ventilated. But if the authorities cannot afford to have larger and better furnished rooms for the magistrate to try his cases in, as in Singapore or Shanghai, why in the name of common sense are all the windows kept shut?

Again, the verandah is overcrowded daily with the friends of delinquents, and even there the smell is often something awful. And the solution of chloride of lime which is sprinkled three or four times a day over this same verandah, though no doubt a good disinfectant, when mingling with the small emanations from the unwashed humanity around, is certainly anything but pleasing.

Were the court room and verandah floors daily well washed out, a few electric fans put into the rooms, and the top windows kept open, it would make the place a little less obnoxious to those who have the misfortune of daily having business there. As it is the place is certainly not a thing of beauty or joy, but a disgrace to the colony.—Yours, etc.,

VENTILATOR.

TIENTSIN.

[FROM OUR OWN CORRESPONDENT.]

Tientsin, 3rd July.

TUNG FUHSIANG'S REPORTED REVOLT.

There has been some local excitement during the last few days over rumours that the notorious Tung Fuhsiang was descending from the northern borders of Shansi on Taiyuanfu, and was giving a free hand to his wild borderland sallywagery in the looting of the traversed countryside. The report came in the first place from Pootungfu, and took the form of a statement in a missionary's note to his agent in Tientsin—"a letter has been received from Taiyuan, stating" &c. The careless man does not say if his informant is a native, trustworthy or untrustworthy, nor does he criticise the authority of the writer. It is but fair to add that Bishop Favier in Peking has received similar intelligence from his agents, and that the news is inherently probable. The Pootungfu writer added that the military leaders of Yuan Shih-kai's brigade who were to oppose Tung's ruffians had asked for German help. It is only to be hoped that it is all true. Tung is a crassly ignorant fanatic, and has had swelled head ever since he put down the Mohammedan rebels in Kansu three years ago; he has never seen foreign soldiers, and is a superstitious believer in the fallacy of numbers. It would do him endless good to meet a stronger force, numerically one tenth of his own, and to get a sound thrashing. It is extremely probable that he is now on the occult rebellion policy; that is, raising the standard of revolt with the well understood condition that if he meets with success his work will count for the Manchus and will be approved by them, however much in the meantime they may deery him to the Ministers.

THE MILITARY SCHOOL.

Meanwhile the report has made no difference in the exodus of the Allied China field-force, which is going on all the time. This week one thousand Germans sailed for home and the Japanese battery of artillery left us two days ago for good. Nineteen transports are engaged to run back and forward to Calcutta between this and October, some of which will make three trips. A large portion of the baggage train has already left, two thousand mules having been shipped in the last two days. Our people do not like the rest of the Allies, sell their horse and mule flesh; on all that the balance left out of the 9,000 horses bought up from Australia for the Germans last autumn at a cost of £30 a piece is to be disposed of here. The Japanese have so far been heavy buyers, and much used it; in horse-flesh alone are they at a ludicrous discount in the military art. Their guns are painfully dragged by ill-tempered native stallions which spend most of their time in fighting each other. Their cavalry too is in painful contrast to that of all the Allies, but especially to that of India.

I note that the civil residents of Tientsin are all getting well mounted, and no wonder when, if one is alert, he may pick up a full sized horse for the price of a China pony.

CHINESE RULE RECOMMENDING.

There are many proofs that we are at last in a transition stage, and that the Chinese are about to renew the civil administration of much of China. Already Peking is in part under native police, and the refugee officials are now to be met on all hands. This week in Tientsin, I have seen General Mei and the territorial Tsai going around making official calls. Their rag-tag and bob-tail following is provocative of the greatest wonder among the foreign soldiery; this is not surprising when they see a brave riding under an umbrella and keeping guard with a minute one-cent fan.

It is a highly contentious point whether Tientsin will come under native jurisdiction or

will remain under the ever improving rule of the Provisional Government. I vividly believe that if a plebiscite could be taken, the people would vote for the continuation of the P.G. Now that it has experience as well as honesty of intention, it is doing remarkably well. During the last seven months it has improved the city of Tientsin out of all recognition and has done more than the Chinese would have accomplished in as many centuries. At the present moment its energy is largely directed on that wide-spread organisation of thieves which has fattened like a vampire on the trade of the Port for thirty years and which has reduced river piracy to a fine art. The Provisional Government is also about to make an interesting experiment in the way of opening something like a free library in the City, and I for one should not be surprised to see it attacking the education question shortly.

RIVER IMPROVEMENT.

The Ministers are busy putting the final touches to the schemes for effective river conservancy in Tientsin and Shanghai. They are to be embodied in the treaty of peace. Our Tientsin scheme is practically a going concern; the organisation and finance have been agreed to in principle, and only one or two details have to be settled. The first Commissioners are General Wogack, representing the Provisional Government, Mr. L. H. Hopkins, representing the Consular Body, and Mr. G. Dering, the Commissioner of Customs; to these is added a consultative body, which will later on have co-administrative power and which is formed of nominees of the Chamber of Commerce, the Municipalities and the Shipping Companies. The constitution of the Conservancy is open to criticism, but everybody concerned has shown fine self-repression in withholding this last delay should be caused in the all important matter of getting to work. The great cuttings will be begun the day the rainy season ends. The Provisional Government is to find the funds for the first instalment of the work, Tls. 250,000.

THE ALLIED VILLAGES.

The Allied Village system, of which we are now hearing so much is somewhat obscure in its origin, its aims and its work; as far as we can make out it is a sort of Cavesot-Adullam movement, very catholic in the spirit with which it includes all who will refuse to be sat upon and to pay now or extra tax. In some cases it seems to be pro-Boxer, in others anti; but in all its proximate object is self-protection from the imposition of every-day-officials, foreigners, robbers, &c. It owes much of its success hitherto to the remarkable example set in Chihli last summer, when the Fathers in several places set about the fortification of the villages and by their skill and the stout hearts of their converts defied the Boxer power indefinitely. The Chihli peasant seems to have risen to the idea "if one village could do this, a fortiori, can a whole series of villages do better still," but there is one element of the problem with which they have not reckoned and which I fear will make short work of their resistance, viz. artillery.

THE TIENTSIN ANNIVERSARY.

We have been busy socially commemorating the great delivery of last year. The ladies did some very gracious and kindly work in tending the graves of our two hundred odd fallen heroes. Then there was a banquet in Gordon Hall, with Consul Zimmermann in the chair (in the absence of Major-General Wogack); this was followed by a huge garden party in Victoria Park at night, when a bombardment of illuminations Gordon Hall took place in which a lot of dummy Boxers met the fate they meant for us. Lastly on July 14th the children are to have their own little commemoration by a picnic at the Race Course. Although the fete were a success, a goodly number abstained from them on the ground that the time has hardly yet come for rejoicing and celebration.

MR. MARSH'S CONCERT.

Under the auspices and leadership of Mr. Alec Marsh we have had two brilliant concerts in which musical high-water mark has been reached. The brilliant baritone has been much impressed with the high level of musical culture among Tientsin amateurs.

HONGKONG COTTON SPINNING, WEAVING, AND DYEING CO., LIMITED.

An extraordinary general meeting of the shareholders in the above company was held on Saturday at noon in the offices of the general managers, Messrs. Jardine, Matheson & Co., 4, Pedder Street, to confirm the resolutions adopted at an extraordinary general meeting held on Thursday, 27th ult. The Hon. J. J. Bell Irving occupied the chair, and there were also present the Hon. C. P. Chao, C.M.G., and Mr. A. Hays (consulting committee), and Messrs. C. W. Dickson, K. M. Ross, A. Shaw (manager), V. H. Deacon, A. Brook Smith (secretary), Ho Fook, Ah He, On Lun, Ho Kom Tong, Yuen Hop, and Ho Yu Shang. The notice convening the meeting and the resolutions concerned having been read, the CHAIRMAN said:—Gentlemen, as you are aware, the object of this meeting is to confirm or otherwise the special resolutions which were passed at an extraordinary general meeting held a fortnight ago. I therefore propose that the resolutions which you have just heard read by the secretary be now confirmed.

The Hon. C. P. CHATYER seconded, and the proposal was carried unanimously. The CHAIRMAN then said:—Work at the mill will be resumed on Monday next, and shortly after the Supreme Court has sanctioned the reconstruction scheme, application for the new issue of capital will be invited, due notice being given. New share certificates will then be exchanged for the old scrip at present held by shareholders. That is everything, gentlemen.

POLICE COURT.

Saturday, 13th July.

BEFORE MR. HAZELAND.

TWO BATCHES OF GAMBLERS.

Serjt. Gauld had four men up before His Worship for gambling at Tokwawan. Each was fined \$3.

Serjt. McHardy brought a troop of twelve men for the same offence. The watchman of the gang got a \$15 fine, the rest \$3 each.

YOUTHFUL ROGUE.

A Chinese lad, seventeen years of age, was charged with stealing a gold chain, a diamond ring and a bracelet, total \$82 from Miss Dobrock of Macdonnell Road, Kowloon, and secondly with stealing a gold chain and locket valued at \$28 from Mr. E. Brown also of Macdonnell Road. For the first offence the young thief received six months' and for the second six weeks' hard labour, the sentences to run consecutively.

The receiver of the stolen articles, a pawnshop keeper, was ordered to return the property to their respective owners. He tried to persuade His Worship that he ought to be repaid the money he gave for the jewelry. His Worship said:—Not a cent. You knew well enough you were receiving stolen property, and really deserve to be punished.

INFRINGING QUARANTINE REGULATIONS.

The master of the s.s. *Maria Jesen* was charged with entering the harbour of this colony on the 8th of July, having a plague patient aboard, and failing to hoist the yellow flag and anchor at the quarantine station, contrary to regulation re infected ships.

The Crown Solicitor, Mr. Bowley, prosecuted, and Mr. Hastings, of Messrs. Deacons and Hastings, appeared for the defence.

The plague patient was removed to the Chinese Hospital, and died within twenty-four hours of the arrival of the ship.

Mr. Hastings' plea was that it is possible for a man to contract plague and die of same within six hours, and consequently the man taken from the *Maria Jesen* might not have shown any symptoms till long after the ship had dropped anchor.

Dr. Thompson and Ho admitted correctness of this statement, but both declared that in six hours time the babe could not have developed to the size it attained on deceased.

The charge was finally withdrawn and the case dismissed.

BEFORE MR. KEMP.

CRUELLY Maiming A BULLOCK.

The Chinaman who was arraigned last week for cruelly maiming a bullock by cutting it with a chopper on the right hind leg, was brought up for sentence to-day.

His Worship sentenced him to one month's hard labour, and to pay the owner of the animal \$30 compensation or do an additional two months.

REPORT OF THE INSPECTOR OF SCHOOLS.

The report of the Inspector of Schools, for the year 1900, is published in the *Gazette*. We make the following extracts:—

GENERAL STATISTICS.—Compared with the year 1899 there is, except in the Government English schools and in the Grant-in-Aid Portuguese schools, a decrease in the enrolment in each class of school. In the case of the English Grant-in-Aid schools this may be accounted for by some schools, hitherto free, charging fees. In the case of the Chinese schools it is partly due to an actual decrease in the number of schools at work during the year, as although there is a nominal increase of one on the roll of Grant-in-Aid schools there is an increase of nine in the number of schools temporarily closed. The following tables enable a more detailed comparison to be drawn between the year 1899, the year 1900—the last normal year, as the statistics for every year since have been affected by the plague—and 1901.

1899.			
Government and Grant-in-Aid Schools.			
	Chinese.	English.	Total.
Schools.	Schools.	Schools.	
Victoria	51	15	66
Villages of H'kong	10	3	13
Kowloon	16	1	17
Total	77	19	96

1900.			
Government and Grant-in-Aid Schools.			
	Chinese.	English.	Total.
Schools.	Schools.	Schools.	
Victoria	61	20	81
Villages of H'kong	10	2	12
Kowloon	2	1	3
Total	73	23	96

1901.			
Government and Grant-in-Aid Schools.			
	Chinese.	English.	Total.
Schools.	Schools.	Schools.	
Victoria	49	23	72
Villages of H'kong	10	1	11
Kowloon	14	1	15
Total	73	25	98

1900.			
Government and Grant-in-Aid Schools.			
	Chinese.	English.	Total.
Schools.	Schools.	Schools.	
Victoria	49	23	72
Villages of H'kong	10	1	11
Kowloon	14	1	15
Total	73	25	98

A comparison between the two years 1899 and 1900 shows a decrease of 5 in the number of Chinese Schools and an increase of 62 in the number of schools in attendance at them. There is an actual decrease under every head except that of the number of scholars. The decrease in the number of scholars attending Hongkong Village School. The increase under the latter head is due to the closing of Government Schools in small isolated villages and the opening of Grant-in-Aid Schools in the larger villages. Thus in 1899 there were three schools in Shaikwan with an enrolment of 147 scholars, in 1900 five schools with an enrolment of 244. The decrease in the number of English Schools in the Hongkong villages is caused by the closing of the Government English Schools at Stanley and Shaikwan. The decrease in the number of scholars attending Portuguese Schools deserves notice. With 1899 of course 1900 compares still worse. There is a decrease under every head except in the number of English Schools and in the number of schools in the villages of Hongkong. In 1892 a number of Government village schools were closed and in the following year the Grant-in-Aid Schools which ultimately took their place had not been opened. The free Chinese Schools in Victoria have been very adversely affected by the general rise in rents. There is a demand for more Chinese schools in the Kowloon Peninsula and unless it is met by

the Managers of Grant-in-Aid Schools it will be the duty of the Government to undertake the work.

The subjoined table shows the present position of the unaided schools for Chinese (Kai-fong Schools) compared with their position in 1899.

Unaided Schools for Chinese.			
	1899.	1900.	1901.
Schools.	Schools.	Schools.	
Victoria	110	104	104
Villages of H'kong	17	7	131
Kowloon	17	15	375
Total	144	126	2444

The schools in Victoria have maintained their position very well and the only way I can account for the loss under "Villages of Hongkong" is by the increase in Grant-in-Aid Schools there during the last seven years. In future care should be taken that the Grant-in-Aid Schools do not interfere unduly with these Unaided Schools, and the masters of the latter schools should be encouraged to report cases where their pupils have been attracted from them by the opening of Free Grant-in-Aid Schools.

SCHOOL ATTENDANCE.—The average daily attendance in 1900 was 4,630. That in Grant-in-Aid Schools alone was 3,871. The corresponding figures for 1899 are 4,418 and 3,883, and for 1890, 5,105 and 3,373.

I cannot find any very clear evidence of attendance having been affected by the report which was current towards the end of May that a child was to be sacrificed to strengthen the foundations of a railway bridge. The scare was only partial and very soon passed away, but not before it culminated in a serious commotion at Aberdeen on the night of the 31st May, when the boats in harbour fired off their guns under the impression that an attempt was to be made to carry off their children. It is satisfactory to learn that the influence of the Sisters on the children attending their school at Aberdeen was so great that the children instead of absenting themselves from school went there for protection. I visited Apichan and Stanley one or two days after the disturbance. At Apichan the attendance was a little below normal. One girl who returned to afternoon school when I was there did not dare to come further than the top of the staircase, and when some allusion was made by the mistress in conversation with me to the rumour she ran off again. At Stanley the boys attended school, but most of the girls were absent.

RESULTS OF THE ANNUAL EXAMINATION.—I reported fully on the results of the examinations of Government District Schools in my letter No. 27 of the 5th March.

In 1900 there were 130 scholars examined in the three highest standards of the Grant-in-Aid Schools in class III compared with 155 in 1899. But as the total number examined was 938 in 1899 and 1,166 in 1900, there is relatively no falling off.

DEPARTING PUBLIC SCHOOL.—The Headmistress, Mrs. Bateman, returned from 19 months leave in October. The annual examination of the school was held on the 18th, 19th and 20th July, and my report on it will be found in Letter No. 61 of the 7th August. There were 155 scholars present in the English Division as against 99 in the previous year. Of these 53 were in the Upper School and 102 in the Infant School. The corresponding figures for 1899 were 50 and 49. Out of 194 scholars on the register 53 were British or Americans and 141 were Chinese. There were 39 Eurasians. Miss Long, the senior pupil teacher, resigned her post at the end of November, and the Headmistress reports that after asking several of the former pupils of the school to undertake the duties she could not meet with success, until Miss Chun Tut as a personal favour consented to take charge of the classes, until such time as a teacher could be found to take the position permanently. So far no one has been found, and the prospect of finding anyone seems as far off as ever. The re-examination of the Chinese Division was held in October, a more suitable time for judging the work done during the year than July. The number examined was 128 compared with 87 in the previous year.

GOVERNMENT DISTRICT SCHOOLS.—The number of schools remains the same. The average daily attendance at the Chinese School was 24 and at the English 484 compared with 249 and 484 respectively in 1899. The work in the English Schools was interfered with by changes in the teaching staff. The attendance at the Yau-mat Government School has doubled, and will no doubt continue to increase. The erection of a school building, the need for which was referred to in my last report, has been sanctioned. The system of partial payment by results has worked most satisfactorily, and there is a very marked improvement in those schools in which it is in force.

GRANT-IN-AID SCHOOLS.—The number of schools on the rolls is 97 compared with 95 in 1899. The following schools were closed during the year:—1. The Roman Catholic Mission Nova Escola Portuguesa, a school for Portuguese children. 2. The London Missionary Society Kan-ii-fong, girls' school for Chinese (Class I). 3. The Victoria English School for girls (Class III).

The following new schools have been opened:—1. The Church Missionary Kan-ii-fong, girls' school for Chinese (Class I). 2. The London Missionary Training Home for girls, a school in Class II for giving a European education to Chinese. 3. The French Convent School, a school of very old standing for European girls. 4. The Diocesan Girls School, a Church of England School, principally for Eurasian girls.

The schools formerly maintained by the Female Education Society have now passed under the management of the Church Missionary Society. Out of the 97 schools on the roll only 80 were examined. Of the remaining 17, seven were dispersed before the date of examination, the remaining ten being then became unsafe for habitation and they were unable to find new quarters. Eight of the others are closed owing to difficulty in procuring teachers; another is closed pending the erection of a permanent school building, and the others are unable to find suitable quarters. A special grant equal to 30 per cent. of the rent is now made to schools occupying leased premises and will, I hope, afford the free Chinese Schools in Victoria some relief, but rents are rising with such extraordinary rapidity that I question whether this extra grant will induce teachers to re-open the schools which have been closed. Landlords are averse to leasing their premises for longer periods than a month, and teachers are chary of incurring an expenditure from which no return can be expected till the end of the year. It is only the other day that the reply of a landlord to an application from the Manager of a Grant-in-Aid School for a year's lease was one month's notice to quit, and the result is that a useful little girls' school has disappeared. All landlords are not like that, and I am pleased to be able to report an instance of a landlord foregoing a large increase in rent in order to enable a school to continue its work till the end of the year and thus earn the Government Grant.

The Patentees—Macniven & Cameron, Limited, DESERVE A NATIONAL MEMORIAL for their excellent inventions.—"Dover Chronicle" writes:—The Waverley Pen. The Pickwick Pen. The Owl Pen. The Europe Pen. Waverley Works, Edinburgh. 1899-2.

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LATEST STEAMER MOVEMENTS.

The Imperial German mail steamer *Hamburg*, which left here on the 13th inst., arrived at Genoa, on Friday, the 12th inst. p.m. The E. & A. steamer *Admiral*, from Sydney, &c., left Manila for this port on the 13th inst. The H. A. L. steamer *Silphium*, from Hamburg, left Singapore for this port yesterday, and may be expected here on or about the 17th instant. The N. Y. K. steamer *Kamikaze Maru* (Bombay Line) left Shimoda for this port on the 12th inst., and is expected to arrive here on the 17th inst., a.m.

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Hongkong, 4th March, 1901. [661]

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Hongkong, 13th July, 1901. [166]

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Hongkong, 20th September, 1900. [869]

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ENGLAND.
Hongkong, 26th August, 1900. [73]

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Hongkong, 2nd July, 1901. [1064]

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Hongkong, 18th April, 1901. [1056]

LORD MILNER.

"What is the secret of Milner?" Mr. Stoddard repeated the question reflectively and thought for a moment. Mr. Stoddard knew Lord Alfred twenty-two years ago, when the now High Commissioner used to contribute "Occasional Notes" to the *Full Mall Gazette*. For years they shared the same "stuffy little workroom" together, and then and now are firm friends, though differing politically.

"Well," added Mr. Stoddard, "the success of Lord Alfred is due, no doubt, to the fact that he combines an extremely level head with an imperturbability of temper, which have enabled him to avoid the blunders which mar most men's careers. He never—at any rate when I knew him intimately—generated sufficient steam, as it were, to blow up the boiler. He never spoiled things by over-vehementness."

"In the old days he was a socialist of the chair," and occasionally addressed meetings. But he frequently lamented his inability to rouse an audience unless under extreme pressure of provocation. "I really think I could speak," he remarked once, "if only I could have some one to hit me in the eye before I started."

"Once on his return from a meeting I asked him how he had fared. 'Splendidly,' he replied, 'I know him intimately—generated sufficient steam, as it were, to blow up the boiler. He never spoiled things by over-vehementness.'"

Mr. Stoddard has some amusing and characteristic reminiscences of their five years' journalistic association. No two men could differ so radically in temperament and view of life. Another friend of Lord Alfred says that, in talking to him, he is always reminded of Milton's beautiful saying, "Truth is quiet."

"I was a constant source of amusement to Milner," added the "H.C.'s" old colleague. "It was as if a runaway barometer from the wild North was brandishing his spear by the side of a cultured Greek, who unravelled at so prodigious a display of savage energy. He used to say I left him nothing to do but to comb out the explosives and civilise my proofs generally. He was hard on my purple patches sometimes."

"But afterwards I was avenged; for by some strange Nemesis, he was doomed to use up as material for his despatches all the strongest adjectives and explosives which he had deleted from my 'leaders'."

Milner came down to the office invariably accompanied by an umbrella with an extraordinary eagle's head as its handle with very conspicuous eyes. After the last proof of the "leader" was revised and sent to the press, I used to go and discuss things in general with him, flourishing his umbrella by way of emphasising my arguments. He used to declare that I would certainly destroy his head or the umbrella, and when the strain was exceedingly tense, he used carefully to stow the umbrella away out of sight.

Milner suffered from chronic indigestion in those days, though I believe he improved greatly after going to Egypt. "Milner," I said to him one day, "if you only had my health and faith, there is nothing in the Empire which you could not do." "I do not know about your faith," he replied, "but I would give anything for your digestion."

He always gave me the impression of an Oxford man who had overtrained—long, thin, athletic. And yet he was no sportsman of athletes. His only pastime was swimming, and once I remember of Ayling Island, he had a narrow escape of being drowned through the tide suddenly rising. In fact, I thought he was done for.

He was fond of a good fat cigar, as he called it, in preference to cigarettes or a pipe. At one time he had a tendency towards vegetarianism, and had a horror of passing a butcher's shop. The carcasses were repulsive to him. His "copy" was the most untidy I have ever had to deal with. He sprawled all over the paper. Occasionally he went with me and my family for a country drive. Milner has exceedingly long legs, and he found the greatest difficulty in disposing of them in the little trap. They usually hung outside, and as he never wore his hat, he could possibly go bare-headed, and as all the spare places in the phaeton were filled up with children, we made a rather comic picture. We were photographed in these circumstances one day by an itinerant photographer, who took the whole group for a shilling.

"The only light article he ever wrote for me was the imaginary diary of a number of South African savages on a visit to London. He did it so well that many people actually believed the diary was the work of the chief of the party."

He once described me as a "kind of compound of Don Quixote and Phileas Fogg." But I forgive him," concluded Mr. Stoddard. "He was always pleasant, urbane, gentlemanly, and cultured—oh, so cultured!"

Lord Alfred Milner, like Lord Kitchener, Mr. Arthur Balfour, and Mr. Cecil Rhodes, has never married. Lord Alfred Milner has himself experienced the sensation of being made a prisoner of war. He was according to Mr. McCarthy O'Moore, one day wandering about in the neighbourhood of Koonstad when he was arrested by an Irish soldier.

"To not give any reasonable count of yourself," said the soldier, "therefore I've got you, and if you don't march quietly had seen to ye, but I'll equivocate ye and me gun!"

Nothing was left to Lord Alfred but to submit, and he was on his way to the establishment provided for prisoners-of-war, when, fortunately, he fell into the arms of General Hunter, who explained the status of the "suspect," and he was at once liberated. Subsequently Lord Alfred recommended the Irishman soldier to his commanding officer as a man who could be trusted to do his duty without fear or favour.

But this was not Lord Alfred's only adventure with the great armies that have gone across the sea to consolidate the King's Empire in South Africa. The vast number of soldiers passing through Capetown included, tens of thousands who had never seen even a photo of the High Commissioner. On one occasion some of the newly-arrived men were, it is said, on guard at Government House. It was at a time when some fanatical Boer spies might have made an attempt on the pro-Consul's life. Whether the particular soldiers on guard took Lord Alfred for a Boer is not clear, but when he was returning to Government House from a stroll he was brought to a sharp stand by the rifle of one of the sentries who for some time would not allow him to go into his own dwelling-place.

At another time, when the Boers were striving to reach Capetown, it is said that the lighting arrangements at Government House went wrong suddenly, and the place was in darkness. It was thought at the moment that the Boers had reached the gorges of supply, but that did not disturb Lord Alfred, who was ultimately only put to the inconvenience of eating his dinner by candle light.

Some of the ladies who flocked to the Cape immediately after the outbreak of hostilities caused Lord Alfred no small anxiety by their desire "to do something." He tells how at Bloemfontein two ladies asked a general to take them to the top of a kopje "to have a look at the Boers."

"If you see the Boers," replied the General, "there is a distinct probability that they would also see you, and—"

"But the ladies had felt

Lord Alfred Milner's capacity for work is very great. He rises early, breaking his fast about seven, then working for an hour or two in his study and making his regular breakfast at about ten o'clock. During the busy and anxious times of the past two years his Excellency frequently worked away steadily all night.

Never at any time strong, it is surprising that he should have borne the strain so long. Lord Alfred has certainly earned a holiday. It is to be hoped that he will have a happy time.

THE STRAD.

The alterations now going on in the Strand are only at the commencement, but already the "change effected" is the greatest transformation that any part of central London has undergone within living memory. Buildings which were very familiar to every Londoner have disappeared or are doomed, and for more than half its length the best known thoroughfare in the world loses its familiar aspect. Starting close by the Law Courts, the roadway to the north of the Church of St. Clement's Danes has been increased to more than twice its former width. This has been effected by taking a considerable portion of the churchyard into the road, and a very great number of human remains have been removed to Woking Cemetery.

Between Holywell Street and the Strand there were formerly two rows of shops facing to each of the thoroughfares respectively. The one fronting the Strand has now entirely disappeared, and though Holywell Street itself still remains practically intact, ultimately the whole of the shops on its south side will disappear. Wych Street, the fashionable thoroughfare of three hundred years ago, is also doomed. The second-hand bookshops which have been the characteristic feature of Holywell Street for many generations past are already beginning to disappear. On account of their number, it will be remembered, the old Metropolitan Board of Works made an attempt some years ago to alter its name to the appropriate one of Booksellers' Row. From here to Wellington Street the whole of the houses on the north side are to disappear.

Very extensive changes are also taking place on the north side of the Strand near Charing Cross. The large new front of the Hotel Cecil is rapidly approaching completion, and just opposite to it the Adelphi Theatre is being practically rebuilt, with the addition of an ornamental tower. Not far from the Hotel Cecil the work of constructing a new northern approach to the Savoy Hotel is in hand. This is an undertaking of some magnitude, as the present precipitous and narrow approach by Beaufort Place is being widened from 23 feet to 40 feet, and at the same time is being levelled up, so that the main hotel entrance will be level with the Strand instead of much lower down. The front of the hotel is also to be advanced nearer to the Strand by about 35 feet. All the houses facing the theatre have been acquired by the proprietors of the Savoy Hotel, and their sites will be covered by its extension. It was the aim of the late Mr. D'Oyley Carte to ultimately bring the front of the hotel right up to the Strand, and it is possible that ultimately this will be effected.

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Hongkong, 22nd June, 1901. [1564]

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Hongkong, 16th September, 1899. [1509]

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1. From Green Island to the Harbour Master's.
2. From Harbour Master's to Blake Pier.
3. From Blake Pier to Naval Yard.
4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	PLAC & RIO	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c. VIA PORTS OF CALL	SUNDA	Brit. str.	2 m.	E. R. Dowell, R.N.R.	P. & O. S. N. Co.	On 20th inst., at Noon.
LONDON	ALCIBIOUS	Brit. str.	—	E. Spicer	BUTTERFIELD & SWIRE	On 23rd inst.
LONDON	DEUCALION	Brit. str.	—	—	P. & O. S. N. Co.	On or about 27th inst.
LONDON	PELUS	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 28th August.
LONDON	STENTOR	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 30th August.
LIVERPOOL DIRECT	GLAUCUS	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 18th inst.
BRISBANE, &c. VIA PORTS OF CALL	PATROCLOS	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 15th August.
BRISBANE, &c. VIA PORTS OF CALL	SALAZIE	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 25th inst., at Noon.
HAYRE & HAMBURG	WUERZBURG	Ger. str.	—	—	MESSAGERIES MARITIMES	To-day.
HAYRE & HAMBURG	ACOLIA	Ger. str.	—	—	HAMBURG-AMERIKA LINIE	On 18th inst.
HAYRE & HAMBURG	ALEXANDRIA	Ger. str.	—	—	HAMBURG-AMERIKA LINIE	On 24th inst.
HAYRE & HAMBURG	SIBERIA	Ger. str.	—	—	HAMBURG-AMERIKA LINIE	On 9th August.
HAYRE & HAMBURG	HUDSON	Brit. str.	—	—	HAMBURG-AMERIKA LINIE	On 2nd September.
NEW YORK VIA PORTS & SUEZ CANAL	ARARA	Brit. str.	—	—	HAMBURG-AMERIKA LINIE	On 10th September.
NEW YORK VIA SUEZ CANAL	L. SCHEFF	Amr. ship.	—	—	HAMBURG-AMERIKA LINIE	On 21st September.
NEW YORK	I. F. CHAPMAN	Amr. ship.	—	—	HAMBURG-AMERIKA LINIE	On or about 1st August.
NEW YORK	MANUEL LLAUNO	Amr. ship.	—	—	HAMBURG-AMERIKA LINIE	On or about 15th August.
MARSEILLE, LONDON & ANTWERP, V. S'PORE, &c.	KANAGAWA MARU	Jap. str.	—	—	SHAW, TOMES & CO.	Quick despatch.
MARSEILLE, &c. VIA PORTS OF CALL	MARIA VALERIE	Amr. ship.	—	—	SHAW, TOMES & CO.	Quick despatch.
VALENTIA, &c. VIA PORTS OF CALL	TAKTAR	Brit. str.	—	—	SHAW, TOMES & CO.	On or about 25th Oct.
VANCOUVER, VIA SHANGHAI, &c.	EMPEROR OF JAPAN	Brit. str.	—	—	NIPPON YUSEN KAISHA	On 26th inst., at Daylight.
VICTORIA, B.C., & TACOMA VIA SHANGHAI, &c.	OLYMPIA	Brit. str.	—	—	NIPPON YUSEN KAISHA	On 17th inst., P.M.
VICTORIA (B.C.) & SEATTLE VIA SHANGHAI, &c.	KINSHIU MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 14th August, at Noon.
PORTLAND (OR.)	DEUCALION	Brit. str.	—	—	NIPPON YUSEN KAISHA	On 17th inst.
SAN FRANCISCO VIA AMOY, SHANGHAI, &c.	HONGKONG MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	To-morrow.
SAN FRANCISCO VIA AMOY, SHANGHAI, &c.	AUSTRALIAN	Brit. str.	—	—	NIPPON YUSEN KAISHA	On 25th inst., at Noon.
AUSTRALIAN PORTS	YAWATA MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 30th inst., at Noon.
AUSTRALIAN PORTS	FLANDRIA	Brit. str.	—	—	NIPPON YUSEN KAISHA	On 24th inst., at 4 P.M.
KOBE & YOKOHAMA	BINGO MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 27th inst.
KOBE & YOKOHAMA	TAMBA MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	To-day, at 10 A.M.
NAGASAKI, KOBE & YOKOHAMA	KARUGA MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 19th inst., at Daylight.
NAGASAKI, KOBE & YOKOHAMA	HIROSHIMA MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 2nd August, at Daylight.
MOJI, KOBE & YOKOHAMA	YAMATO MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On or about 18th inst.
SHANGHAI & JAPAN	TIENSIN	Brit. str.	—	—	NIPPON YUSEN KAISHA	On 19th inst., at Noon.
SHANGHAI	WHAMPOA	Brit. str.	—	—	NIPPON YUSEN KAISHA	To-morrow, at Noon.
NINGPO & SHANGHAI	MAIDZURU MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On or about 30th inst.
ANPING, VIA SWATOW & AMOY	ANPING MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On or about 19th inst.
POOCHOW VIA SWATOW & AMOY	DAIJIN MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On or about 20th inst.
TAMU, VIA SWATOW & AMOY	HAIRONG	Brit. str.	—	—	NIPPON YUSEN KAISHA	On 19th inst.
SWATOW	CHINKIANG	Brit. str.	—	—	NIPPON YUSEN KAISHA	On 24th inst., at Noon.
LOILO & CEBU	YUENANG	Brit. str.	—	—	NIPPON YUSEN KAISHA	On 17th inst., at Daylight.
MANILA	TSINAN	Jap. str.	—	—	NIPPON YUSEN KAISHA	To-morrow, at 2 P.M.
MANILA	KAGOSHIMA MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 21st inst.
BOMBAY, VIA SINGAPORE & COLOMBO	C. F. DE LAISSE	Ger. str.	—	—	NIPPON YUSEN KAISHA	On 19th inst., at 4 P.M.
CALCUTTA DIRECT VIA SINGAPORE	SUISANG	Brit. str.	—	—	NIPPON YUSEN KAISHA	On 27th inst.
SINGAPORE, PENANG & CALCUTTA	—	—	—	—	NIPPON YUSEN KAISHA	On 19th inst., at Noon.

SHIPPING.

ARRIVALS.

July 12, INDRANI, British str., 3,225, Hill, R.N. Foochow and Amoy 15th July, Ten and General.—JARDINE, MATHESON & CO.
 July 13, KWANGLOO, British steamer, 1,467, Lincoln, Canton 12th July, General.—CHINESE.
 July 13, PROMETHEUS, British str., 3,583, R. Day, Shanghai 10th July, General.—BUTTERFIELD & SWIRE.
 July 13, MICHAEL JENSEN, German str., 710, J. Jensen, Haiphong 10th July and Hoihow 12th, General.—CHINESE.
 July 13, MUTTRA, British str., 4,644, D. C. Macintyre, Taku 7th July.
 July 13, ANPING MARU, Jap. str., 1,056, S. Atsumi, Swatow 12th July, General.—M. B. KAISHA.
 July 13, BINGO MARU, Japanese str., 847, K. Sabajima, Tamsui, Amoy and Swatow 12th July, General.—M. B. KAISHA.
 July 13, GAZEL, British str., 2,691, William Finch, San Francisco 14th June and Shanghai 10th July, Mails and General.—O. & S. N. Co.
 July 13, HAILAN, French str., 377, Anderson, Hoihow 12th July, General.—A. R. MARTY.
 July 13, OBI, British str., 1,951, R. Pinkham, Kutchinotzu 7th July, Coal.—M. B. KAISHA.
 July 13, SOLACE, American transport, 3,088, Winslow, Shanghai 9th July.
 July 13, T. SOUTTA, American str., 585, D. S. A. Gortiole, from Manila, General.—ORDER.
 July 14, HAITAN, British steamer, 1,183, J. S. Roach, Foochow, Amoy and Swatow 13th July, General.—DOUGLAS LAFRAIK & CO.
 July 14, HOIHAO, French str., 509, Merlees, Pakhoi and Hoihow 13th July, General.—A. R. MARTY.
 July 14, NANCHANG, British str., 1,662, Finlayson, Tientsin 7th July, General.—BUTTERFIELD & SWIRE.
 July 14, SALAZIE, French str., 3,088, Gerard, Yokohama 4th July and Shanghai 11th, Mails and General.—MESSAGERIES MARITIMES.
 July 14, TAISHUN, Amr. str., 1,140, Patterson, Shanghai 10th July, General.—CHINESE.

CLEARANCES.

At the Harbour Master's Office.
 13th July.
 Cheuchan, British str., for Amoy.
 Hailong, British str., for Swatow.
 Hindoustan, British str., for Kobe.
 Indran, British str., for Singapore.
 Mawang, British str., for Sandakan.
 Prometheus, British str., for Singapore.
 Nees, British str., for Moji.
 Tamsui, British str., for Manila.
 Daigi Maru, Japanese str., for Swatow.
 Maidzuru Maru, Japanese str., for Swatow.
 Jacob Diederichsen, German str., for Hoihow.
 Marie Jelen, German str., for Saigon.
 14th July.
 CITY OF PEKING, Amr. str., for San Francisco.
 MONKUT, German str., for Bangkok.
 IREKA, British transport, for Calcutta.
 NEVADA, British transport, for Taku.
 GLENBOY, British str., for Shanghai.
 TINGHONG, British str., for Yokohama.
 FEYHONG, British str., for Haiphong.
 BEYLERI, British str., for Weihaiwei.
 DIAMANTE, British str., for Manila.
 BISAGRO, Italian str., for Bombay.
 EMMA LUTKEN, German str., for Saigon.
 SHANTUNG, British str., for Hongay.
 15th July.
 MAIDZURU MARU, Japanese str., for Swatow.
 TAIWAN, British str., for Sydney.
 CHUNSHAN, British str., for Amoy.
 NEES, British str., for Moji.
 MANSANG, British str., for Sandakan.
 HINDOUSTAN, British str., for Kobe.

VESSELS IN DOCK.

12th July.
 ABERDEEN DOCKS.—Union, Iris, Taku, Nan-shan, Bangkok, Hoihow.
 COSMOPOLITAN DOCK.—Colonies.
 SHIPPING REPORTS.
 The British steamer Hailan, from Foochow Amoy and Swatow 13th July, had fresh S.W. monsoon, moderate sea, cloudy and showery, throughout.

The American steamer Taishun, from Shanghai 10th July, had strong S.W. breeze and large head sea from Steep Island to Turnabout; thence to port light to moderate breeze and fine weather.
 The British steamer Nanchang, from Tientsin 7th July, had light variable winds and hazy weather to Barron Islands; then to Ockseu strong S.W. wind and heavy head sea; then to port moderate variable winds and squally weather.

VESSELS ON THE BERTH

COMPAGNIE DES MESSAGERIES MARITIMES.
 PAQUEBOTS-POSTE FRANCAIS.

NOTICE.
 SAIGON, SINGAPORE, BATAVIA, COLOMBO, BOMBAY, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAYRE, BORDEAUX.

PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 13th July, 1901, at 1 P.M., the Company's Steamship "SALAZIE," Captain Girard, with Mails, Passengers, Specie and Cargo, will leave this port for MARSEILLES via BOMBAY.
 This Steamer connects at COLOMBO with the ss. *Australia*, which vessel takes on her Passengers and Mails, leaving that port on the 25th instant direct to Suez, Port Said and Marseilles.
 Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.
 Shipping Orders will be granted till Noon, Cargo will be received on board until 4 P.M. Specie and Passes until 3 P.M. on the 14th inst. (Parcels are not to be sent on board; they must be left at the Agency's Office). Contents and Value of Packages are required.
 For further particulars, apply at the Company's Office.
 P. DE CHAMPMORIN, Acting Agent.
 Hongkong, 4th July, 1901.

PORTLAND AND ASIATIC STEAMSHIP COMPANY.
 Agents for and in connection with THE OREGON RAILROAD AND NAVIGATION COMPANY.
 Operating the New First Class Steamships "INDRAVELL," "INDRAPURA," "KNIGHT COMPANION" between HONGKONG and PORTLAND (OR.), calling at SHANGHAI, NAGASAKI, MOJI, KOBE and YOKOHAMA.

THE Steamship "INDRAPURA" will be despatched for Portland (Or.) TO-DAY, the 14th July.
 Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Ports.
 For through rates of Freight and further information, communicate with or apply to ALLAN CAMERON, General Agent, or to SHEWAN, TOMES & CO. Hongkong, 12th July, 1901.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.
 FOR SINGAPORE, PENANG AND CALCUTTA.
 THE Company's Steamship "SUISANG" Captain E. J. Tadd, will be despatched as above TO-MORROW, the 16th July, at 3 P.M. For Freight or Passage, apply to JARDINE, MATHESON & CO., General Managers. Hongkong, 9th July, 1901.

CANADIAN PACIFIC RAILWAY CO.'S

ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.
 CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.
 Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.
 PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION).
 "EMPEROR OF JAPAN," Comdr. H. Pybus, R.N.R. WEDNESDAY, 17th July, 1901.
 "EMPEROR OF CHINA," Comdr. R. Archibald, R.N.R. WEDNESDAY, 7th Aug., 1901.
 "EMPEROR OF INDIA," Comdr. O. P. Marshall, R.N.R. WEDNESDAY, 28th Aug., 1901.

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VAN COUVER (B.C.) in 12 DAYS, saving THREE DAYS to WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL IMPERIAL LIMITED TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE IN 100 HOURS. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of. Passengers Booked through to all principal points and AROUND THE WORLD. Reduced tickets to various points at reduced rates, Good for 4, 6, 9, and 12 months. SPECIAL RATES (First class only) granted to Members of the Navy, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.
 The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.
 THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

SPECIAL EXTRA SERVICE.
 The Company's Steamers "TAKTAR" and "ATHENIAN" have now been placed on the Line between CHINA and JAPAN PORTS and VANCOUVER, as additional sailings, "TAKTAR" 4,425 Tons, Comdr. G. D. Bowles, R.N.R. WEDNES, 14th Aug., at Noon.
 "ATHENIAN" 3,882 Tons, Comdr. H. Mowatt.
 Taking Cargo and Passengers for all points in CANADA and UNITED STATES. In addition to their excellent Saloon Passenger accommodation, these steamers are especially adapted for 3rd CLASS EUROPEAN PASSENGERS, and usually make the run between YOKOHAMA and VANCOUVER in 14 Days.
 For further information, Maps, Guides, Books, Rates of Passage and Freight, apply to D. E. BROWN, General Agent, Pender's Street.
 Hongkong, 9th July, 1901.

HAMBURG-AMERIKA LINIE.

NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.
 Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBOY, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRINIST, GENOA, PORTS in the LEVANTE, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.)

PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION).
 STEAMERS. DESTINATIONS. SAILING DATES.
 SAMBIA HAYRE, BEZMEN & HAMBURG On 18th July. Freight.
 WUERZBURG HAYRE & HAMBURG On 26th July. Freight.
 AGILIA HAYRE & HAMBURG On 9th Aug. Freight.
 ALEXANDRIA HAYRE & HAMBURG On 2nd Sept. Freight.
 SIBERIA HAYRE & HAMBURG On 10th Sept. Freight and Passage.
 ANDALUSIA HAYRE & HAMBURG On 21st Sept. Freight.
 For Further Particulars, apply to HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, QUEEN'S BUILDINGS, No. 1.

Hongkong, 6th July, 1901.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR STEAMERS TO SAIL ON REMARKS.
 SHANGHAI {COROMANDEL, About 19th July Freight or Passage.
 F. W. Vibert, R.N.R.
 SHANGHAI AND BANCA {About 20th July Freight.
 E. P. Martin, R.N.R.
 JAPAN {E. P. Martin, R.N.R.
 LONDON, &c. {SUNDA, Noon, 20th July See Special Advertisement.
 E. R. Dowell, R.N.R.
 SHANGHAI {TIENTSIN, About 20th July Freight only.
 LONDON {SHANGHAI, About 27th July Freight or Passage.
 E. Spicer, R.N.R.

For Further Particulars, apply to H. A. RITCHIE, Superintendent.
 Hongkong, 11th July, 1901.

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.
 STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS.

ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.
 STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE. N.E.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.
 STEAMERS. SAILING DATES.
 BAYERN THURSDAY 25th July.
 STUTTGART THURSDAY 22nd August.
 KONIG ALBERT THURSDAY 22nd August.
 PRINZESS IRENE THURSDAY 5th September.
 PRINZ HEINRICH THURSDAY 19th September.
 PREUSSEN WEDNESDAY 2nd October.
 HAMBURG (Hamburg-Amerika Linie) WEDNESDAY 16th October.
 SACHSEN WEDNESDAY 30th October.
 KLAUSCHOU (Hamburg-Amerika Linie) WEDNESDAY 13th November.
 BAYERN WEDNESDAY 27th November.
 STUTTGART WEDNESDAY 11th December.
 KONIG ALBERT WEDNESDAY 25th December.
 PRINZESS IRENE WEDNESDAY 8th Jan., 1902.
 PRINZ HEINRICH WEDNESDAY 22nd Jan., 1902.
 PREUSSEN WEDNESDAY 5th Feb., 1902.
 HAMBURG (Hamburg-Amerika Linie) WEDNESDAY 19th Feb., 1902.
 SACHSEN WEDNESDAY 5th Mar., 1902.

ON THURSDAY, the 25th day of July, 1901, at Noon, the Steamship "BAYERN," of the NORDDEUTSCHER LLOYD, Captain H. Bleker, with MAILES, PASSENGERS, SPECIE and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA. Shipping Orders will be granted till Noon on TUESDAY, the 23rd July, Cargo and Specie will be received at the Agency's Office until Noon on WEDNESDAY, the 24th July. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50, and Parcels should not exceed Two Feet Cubic in Measurement.
 The Steamer has splendid accommodation, and carries a Doctor and Stewardesses. Linen can be washed on board.

NORDDEUTSCHER LLOYD.
 For further Particulars, apply to MELCHERS & CO., AGENTS.
 Hongkong, 12th July, 1901.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS. DESTINATIONS. SAILING DATES.
 HIROSHIMA MARU MOJI, KOBE and YOKOHAMA TUESDAY 16th July, at Noon.
 BINGO MARU KOBE and YOKOHAMA FRIDAY 19th July, at Daylight.
 KAGOSHIMA MARU BOMBAY, VIA SINGAPORE and COLOMBO FRIDAY 19th July, at Noon.
 KASUKA MARU NAGASAKI, KOBE and YOKOHAMA FRIDAY 19th July, at Noon.
 KANAGAWA MARU MARSEILLES, LONDON, and ANTWERP, VIA SINGAPORE and PENANG, COLOMBO & PORT SAID FRIDAY 26th July, at Daylight.
 YAWATA MARU SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE FRIDAY 26th July, at 4 P.M.
 KINSHIU MARU VICTORIA, B.C. and SEATTLE, U.S.A. via SHANGHAI, MOJI, KOBE and YOKOHAMA MONDAY 29th July, at 4 P.M.
 TAMBA MARU KOBE and YOKOHAMA FRIDAY 2nd Aug., at Daylight.
 Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.
 For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, First Floor, Chamber Road.
 A. S. MIHARA, Manager.
 Hongkong, 1st July, 1901.

NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C. AND TACOMA IN CONNECTION WITH NORTHERN PACIFIC RAILWAY COMPANY.

Steamer.	Tons.	Captain.	Proposed Sailing
OLYMPIA	2,637	J. Truebridge	July 16th
GLENBOLE	3,750	W. Frakes	July 26th
TACOMA	2,811	J. Alwen	August 6th

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.
 HONGKONG to LONDON, £52.
 Excellent accommodation. First-class Table. Doctors and Stewardesses carried. Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.

HONGKONG to NEW YORK, £48.
 The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from Tacoma; Dining Car is attached to trans-continental trains day and night. Tacoma to New York in 44 days. Magnificent Scenery of the Rocky and Cascade Mountains. The Yellowstone National Park route.

HONGKONG to VICTORIA AND TACOMA, £33.
 The best route to the Klamath Gold Fields. Frequent sailings from Victoria and Tacoma to DYNA and St. MICHAEL.

Rates of Passage to other Points on application.
 A Special rate allowed to members of Government Services.
 For further information as to Passage or Freight, apply to DODWELL & CO. LIMITED, General Agents.
 Hongkong, 5th July, 1901.

VESSELS ON THE BERTH
OCEAN STEAMSHIP COMPANY.

OUTWARDS.		
FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL..	"STENTOR"	On 23rd July.
GLASGOW and LIVERPOOL..	"IDOMENEUS"	On 7th August.
HOMEWARDS.		
FOR	STEAMERS	TO SAIL
LONDON	"ALCINOUS"	On 23rd July.
LONDON	"DEUCALION"	On 6th Aug.
LONDON	"PELEUS"	On 20th August.
LONDON	"STENTOR"	On 3rd September.
LIVERPOOL DIRECT	"GLAUCUS"	On 18th July.
LIVERPOOL DIRECT	"PATROCLUS"	On 15th August.

For Freight, apply to
BUTTERFIELD & SWIRE,
AGENTS O. S. S. Co.

Hongkong, 11th July, 1901.

CHINA NAVIGATION CO.,
LIMITED.

FOR	STEAMERS	TO SAIL
NINGPO and SHANGHAI..	"WHAMPOA"	On 19th July.
LOILO and CEBU	"CHINKANG"	On 21st July.
MANILA	"TSINAN"	On 27th July.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"TSINAN"	On 27th July.

* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 5th July, 1901.

THE OSAKA SHOSHEN KAISHA,
LIMITED.

FOR FOOCHOW VIA SWATOW AND AMOY.

THE Company's Steamship

"ANPING MARU"
Captain S. Asami, will be despatched for the above ports on WEDNESDAY, the 17th July, at DAYLIGHT.
For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.
Hongkong, 3rd July, 1901.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR
SINGAPORE, PENANG, COLOMBO, KARACHI, ADEN, SUEZ, PORT SAID, FUMU AND TRIESTE.
(Taking cargo through rates to the BRAZILS, to SOUTH AFRICA, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE, AFRICAN PORTS)
THE Company's Steamship

"MARIA VALERIE"
Captain Behr, will be despatched for the above ports on WEDNESDAY, the 17th inst., P.M. 8.15, and will be despatched for the above ports on arrival at Bombay into an accelerated liner.
For information as to Freight, apply to
SANDER, WIELER & CO.,
Agents.
Hongkong, 1st July, 1901.

FOR CALCUTTA DIRECT VIA SINGAPORE.

THE H.A.L. Steamship

"C. FERD. LAEISZ"
Captain Fuchs, will be despatched for the above ports on FRIDAY, the 16th inst., at Noon.
For Freight and further Particulars apply to
HAMBURG-AMERICA LINE,
Hongkong Office,
Queen's Buildings, No. 1.
Hongkong, 8th July, 1901.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
(Calling at TIMOR, PORT DARWIN and QUEENSLAND PORTS, and taking through cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"AUSTRALIAN"
Captain Holmes, will be despatched for the above ports on WEDNESDAY, the 24th July, at 4 P.M.
This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.
This Steamer is installed throughout with the Electric Light.
A Stewardess and a duly qualified Surgeon are carried.
N.B.—Return Tickets issued by this Company to and from Australia are available for return by the steamers of the China Navigation Company and vice versa.
For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 1st July, 1901.

FOR NEW YORK.
THE S.S.A.I. American ship

"I. F. CHAPMAN"
shortly expected from KOBE, will load for the above port, and will have quick despatch.
For Freight, apply to
ARNOLD, KARBURG & CO.,
Hongkong, 2nd July, 1901.

NATAL LINE OF STEAMERS.

THE undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDO-CHINA STEAM NAVIGATION CO.'s fortnightly service hence to CALCUTTA. Sailings from Calcutta for Cape Ports every fortnight.
For Freight and further particulars, apply to
DODWELL & CO. LIMITED,
General Agents for China and Japan.
Hongkong, 4th August, 1897.

VESSELS ON THE BERTH.

U. S. MAIL LINES.

PACIFIC MAIL S.S. CO. OCCIDENTAL & ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE

VIA
THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

"GAELIC"	TUESDAY, 23rd July, at Noon.
"CHINA"	TUESDAY, 6th Aug., at Noon.
"DORIC"	THURSDAY, 15th Aug., at Noon.
"PERU"	SATURDAY, 31st Aug., at Noon.
"COPTIC"	TUESDAY, 19th Sept., at Noon.
"CITY OF PEKING"	TUESDAY, 24th Sept., at Noon.

THE O. & O. S. S. Co.'s Steamship "GAELIC" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU on TUESDAY, the 23rd July, at Noon, taking Freight for Japan, the United States and Europe.

Steamers of these lines pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada, Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail route from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER, and RIO GRANDE and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Particulars of the various routes can be had on application.

Special Rates (first class only) to European Ports, are granted to Missionaries, members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service officials located in Asia, and to European officials in the service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS. Special rates (first class only) are granted to Missionaries, members of the Naval and Military Services, and to Consular and Diplomatic officials of Governments of China and Japan.

RETURN PASSAGE.—Passengers who do not hold round-trip tickets but who have paid full first-class fare from ports of call in the Orient to the United States, Canada or Europe, and re-embark at San Francisco or Honolulu for the return voyage at any time within twelve months, will be allowed a reduction of ten per cent from fare to San Francisco or Honolulu.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or Parcel (valued at \$100 gold or over) destined to points beyond San Francisco in the United States, should be sent to the Companies' Office, addressed to the Collector of Customs, San Francisco.

Merchandise Invoices will be sufficient for Cargo or Parcel (each shipment) when the value is less than \$100 U.S. gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

Hongkong, 15th July, 1901.

GEO. ECKLEY,

ACTING AGENT.

TO IMPORTERS FROM THE UNITED STATES.

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED, having Established a REGULAR SERVICE OF STEAMERS FROM SEATTLE (Puget Sound) to JAPAN, CHINA and the PHILIPPINES, in conjunction with the

GREAT NORTHERN RAILWAY LINES of the United States, are prepared to contract for the conveyance of Goods from the Pacific Coast and interior points of U.S.A. to the Orient.

THE Steamship

"KINTUCK"
Sails from Seattle about the 10th of July.

"CHINGWO"
Sails from Seattle about the 24th of July.

"KATSON"
Sails from Seattle about the 10th of August.

"KAISOW"
Sails from Seattle about the 24th of August; and will be followed by the Company's regular sailings.

For further particulars, apply to
THE CHINA MUTUAL STEAM NAVIGATION CO.'S OFFICES, New York.

To the Agents of the Company at Japan, China, Hongkong, Philippines and Straits; FRANK WATERHOUSE & CO., General Agents, SEATTLE; or to

GEO. SUTHERLAND, General Agent for the East, SHANGHAI.

JARDINE, MATHESON & CO., Agents.
Hongkong, 29th June, 1901.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS.

PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, CONTINENTAL AND AMERICAN PORTS.

THE Steamship

"SUNDA"
Captain E. R. Dowell, R.N., carrying His Majesty's Mails, will be despatched from this port on SATURDAY, the 20th July, at Noon, taking passengers and cargo for the above ports.

Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay without transhipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to
H. A. MITCHELL,
Superintendent.
Hongkong, 8th July, 1901.

NOTICES TO CONSIGNEES

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "GLENESK"
FROM TACOMA, VICTORIA, YOKOHAMA, KOBE, MOJI & SHANGHAI.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

DODWELL & CO. LIMITED,
Agents.
Hongkong, 9th July, 1901.

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer

"PATROCLUS"
are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., in both cases it will be at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 13th instant.

Optional Cargo will be landed unless notice has been given prior to steamer's arrival. Goods undelivered after the 17th instant will be subject to rent. All damaged Goods must be left in the Godowns, where they will be examined at 11 A.M. on the 19th instant.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE,
Agents.
Hongkong, 16th July, 1901.

HONGKONG STEAMERS.

Amara, British str., 1,556, Matlock, July 10.	Jardine, Matheson & Co.
Anping Maru, Jap. str., 1,058, Atsami, July 13.	Mitsui Bussan Kaisha
Chowfa, German str., 1,155, Musing, July 12.	Butterfield & Swire
Daigi Maru, Jap. str., 846, Sobajima, July 13.	Mitsui Bussan Kaisha
Empress of Japan, British str., 2,003, July 9.	O. & O. S. S. Co.
Flancia, German str., 1,287, Eichbany, July 7.	Siemssen & Co.
Gaelic, British steamer, 2,591, Finch, July 13.	O. & O. S. S. Co.
Glenesk, British str., 2,274, Rafferty, July 9.	McGregor Bros. & Gow
Hallam, French str., 377, Anderson, July 14.	A. R. Marty
Hallong, British str., 783, Bathurst, July 12.	Douglas Laiprak & Co.
Hallam, British steamer, 1,183, Reach, July 14.	Douglas Laiprak & Co.
Hiroshima Maru, Jap. str., 2,035, Marai, July 12.	Nippon Yusen Kaisha
Hoiha, French str., 599, Merles, July 14.	A. R. Marty
Indrani, British steamer, 3,225, Hill, July 12.	Jardine, Matheson & Co.
Indrapura, British str., 3,151, Hollingsworth, July 6.	Shewan, Tomes & Co.
Jacob Dietrichsen, Ger. str., 623, Riecke, July 11.	Jensen & Co.
Kwengien, British str., 1,497, Lincoln, July 8.	Chinese
Lemard, British str., 1,658, Raiser, July 8.	Dodwell & Co. Ltd.
Macdonia, British str., 1,045, Sawyer, July 5.	Jardine, Matheson & Co.
Marie Jensen, Ger. str., 1,700, Hemmel, July 7.	Jensen & Co.
Michael Jensen, Ger. str., 710, Jensen, July 13.	Chinese
Manchen, German str., 4,691, Krebs, May 28.	Melchers & Co.
Nanchang, Brit. str., 1,062, Finlayson, July 14.	Butterfield & Swire
Nanchang, British str., 1,299, Jones, June 27.	Bradley & Co.
Oak Branch, British str., 2,084, Schell, June 12.	Dodwell & Co. Limited
Old, British str., 1,551, Pinkham, July 13.	Mitsui Bussan Kaisha
Olympia, Amr. str., 1,730, Trubridge, July 6.	Dodwell & Co. Limited
Prometheus, British str., 3,583, Day, July 13.	Butterfield & Swire
Rajahm, German str., 1,180, Althorn, July 9.	Butterfield & Swire
St. Irene, British str., 2,474, Clements, July 8.	Messageries Maritimes
Salazie, French str., 2,688, Girard, July 14.	San Antonio, Amr. str., 500, Hamilton, July 1.
Simongun, Dutch str., 1,818, Sandman, April 18.	Chinese
Sihan, British str., 852, H. Holton, July 9.	Bradley & Co.
Suisang, British str., 1,776, Tadd, July 9.	Jardine, Matheson & Co.
Sumking, British str., 1,921, Moore, July 6.	Butterfield & Swire
Taihan, Amr. str., 1,216, Patterson, July 14.	Chinese
Tryn, Norwegian str., 710, Dahl, July 12.	A. R. Marty
T. Souta, Amr. str., 585, Gortirolo, July 13.	Order

SAILING VESSELS.

Celest Burrell, British ship, 1,764, Jeffry, May 29, Order	Hollowed, Amr. bark, 1,084, Knight, June 14.
L. Schopp, Amr. ship, 1,673, Kendall, July 5.	Carlowitz & Co.
Manuel Llaguno, Amr. ship, 1,650, Nichols, June 30, Standard Oil Co.	M. de Villars, French bark, 1,171, Rional, May 31, E. A. Trading Co., Limited
Sea Witch, Amr. ship, 1,172, Howes, Feb. 21, Master	

HIS BRITANNIC MAJESTY'S SHIPS

IN THE CHINA SQUADRON.

Alicia, despatch-boat, 1,700 tons, 10 guns, 3,000 h.p., Comdr. C. G. F. M. Craddock, at Taku

Algerine, sloop, 1,050 tons, 6 guns, 1,100 h.p., Comdr. E. D. Hunt, at Shanghai

Arcturion, cruiser, 4,300 tons, 10 guns, 5,000 h.p., Captain J. Startin, Woosung

Argonaut, battleship, 11,000 tons, 16 guns, 13,000 h.p., Capt. G. H. Cherry, R.N., at Chinkiang

Astraea, cruiser, 4,800 tons, 10 guns, 9,000 h.p., Captain C. J. Baker, at Shanghai

Aurora, cruiser, 5,600 tons, 12 guns, 8,500 h.p., Capt. E. H. Bayly, C.B., at Woosung

Barfleur, battleship, 10,500 tons, 14 guns, 13,000 h.p., Capt. G. J. S. Warrander, at Weihaiwei

Benheim, 1st class cruiser, 9,000 tons, 12 guns, 21,411 h.p., Capt. F. H. Henderson, C.M.G., at Woosung

Bramble, gunboat, 710 tons, 6 guns, 1,300 h.p., Lieut. Comdr. M. Leake, at Wuhu

Briar, cruiser, 6 guns, 5,600 h.p., Comdr. Sir B. E. W. Wray, Bart., at Hankow

Britomart, gunboat, 710 tons, 6 guns, 1,300 h.p., Lieut. Comdr. E. A. Baird, at Weihaiwei

Daphne, sloop, 1,140 tons, 8 guns, 2,000 h.p., Comdr. Wm. C. Paknam, at Hongkong

Dido, cruiser, 2nd class, 5,800 tons, 11 guns, 9,600 h.p., Capt. P. F. Tildall, at Hongkong

Endymion, cruiser, 7,350 tons, 12 guns, 10,000 h.p., Captain A. W. Paget, C.M.G., at Weihaiwei

Esk, gunboat, 383 tons, 3 guns, 200 h.p., Lieut. Comdr. W. F. Blunt, at Shanghai

Fame, torpedo-boat destroyer, 360 tons, 6 guns, 5,700 h.p., in reserve at Hongkong

Firebrand, gunboat, 455 tons, 4 guns, 360 h.p., Lieut. Comdr. C. P. Beatty Pownall, at Hongkong

Glory, battleship, 12,950 tons, Captain Frederick S. Ingfield, at Yokohama

Goliath, battleship, 12,950 tons, 16 guns, 13,500 h.p., Capt. Lewis E. Wintz, at Nanking

Handy, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 h.p., Lieut. Comdr. G. C. Hardy, at Shanghai

Hart, torpedo-boat destroyer, 250 tons, 6 guns, 4,000 h.p., in reserve at Hongkong

Humber, storeship, 1,040 tons, Comdr. H. J. Davison, at Shanghai

Isis, cruiser, 2nd class, 5,650 tons, 11 guns, 9,600 h.p., Capt. Charles Windham, at Shanghai

Janus, torpedo-boat destroyer, in reserve at Hongkong

Kinsla, river gunboat, Lieut. Comdr. G. B. Powell, on Yangtze

Lizard, gunboat, 715 tons, 6 guns, 1,000 h.p., Lieut. John C. Watson, at Amoy

Occan, battleship, Hon. A. C. Curzon Howe, at Weihaiwei

Orlando, cruiser, 5,600 tons, 12 guns, 8,500 h.p., Capt. J. H. T. Burke, C.B., at Woosung

Other, torpedo-boat destroyer, Lieut. Comdr. C. P. Mansel, at Weihaiwei

Phoenix, sloop, 1,015 tons, 6 guns, 1,400 h.p., Comdr. W. H. Nicholson, at Tongku

Pigmy, gunboat, 755 tons, 6 guns, 1,200 h.p., Lieut. Com. A. H. Oldham, at Hongkong

Pique, cruiser, 3,600 tons, 8 guns, 7,000 h.p., Capt. H. C. Reynolds, at Weihaiwei

Plover, gunboat, 453 tons, 6 guns, 1,200 h.p., Lieut. Comdr. Cooper, at Kinkiang

Ronde, gunboat, 855 tons, 6 guns, 720 h.p., Lieut. Comdr. Chas. E. Corbett, Kinkiang

Robin, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut. Comdr. Geoffrey G. Webster, West River

Rosario, sloop, 980 tons, 6 guns, 1,400 h.p., Comdr. A. W. Hamilton, at Singapore

Sandpiper, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut. Comdr. Carr, on West River

Snipe, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut. Comdr. R. W. Dalgety, at Shanghai

Swift, gun-vessel, 750 tons, 6 guns, 870 h.p., in reserve at Hongkong

Taku, torpedo-boat destroyer, 250 tons, in reserve at Hongkong

Talbot, cruiser, 5,500 tons, Capt. F. G. Stopford, at Yokohama

Tamar, receiving ship, 4,000 tons, 6 guns, Commodore Francis Powell, C.B., at Hongkong

Terrible, 1st class cruiser, 12,200 tons, 30 guns, Capt. Percy M. Scott, C.B., at Weihaiwei

Tweed, gunboat, 362 tons, 3 guns, 200 h.p., in reserve at Hongkong

Waterwitch, surveying ship, 620 tons, 450 h.p., Lieut. Comdr. W. G. Lyne, at Hongkong

Wivron, coast defence ship, armed, 2,750 tons, 4 guns, 1,000 h.p., at Hongkong

Whiting, torpedo-boat destroyer, 360 tons, 6 guns, 5,900 h.p., Lieut. and Comdr. Mackenzie, at Weihaiwei

Woodcock, gunboat, 150 tons, 2 guns, 550 h.p., Lieut. Comdr. H. W. R. Watson, at Woosung

Woodhark, gunboat, 150 tons, 2 guns, 550 h.p., Lieut. Comdr. H. E. Hillman, at Hankow

FOR SALE.

